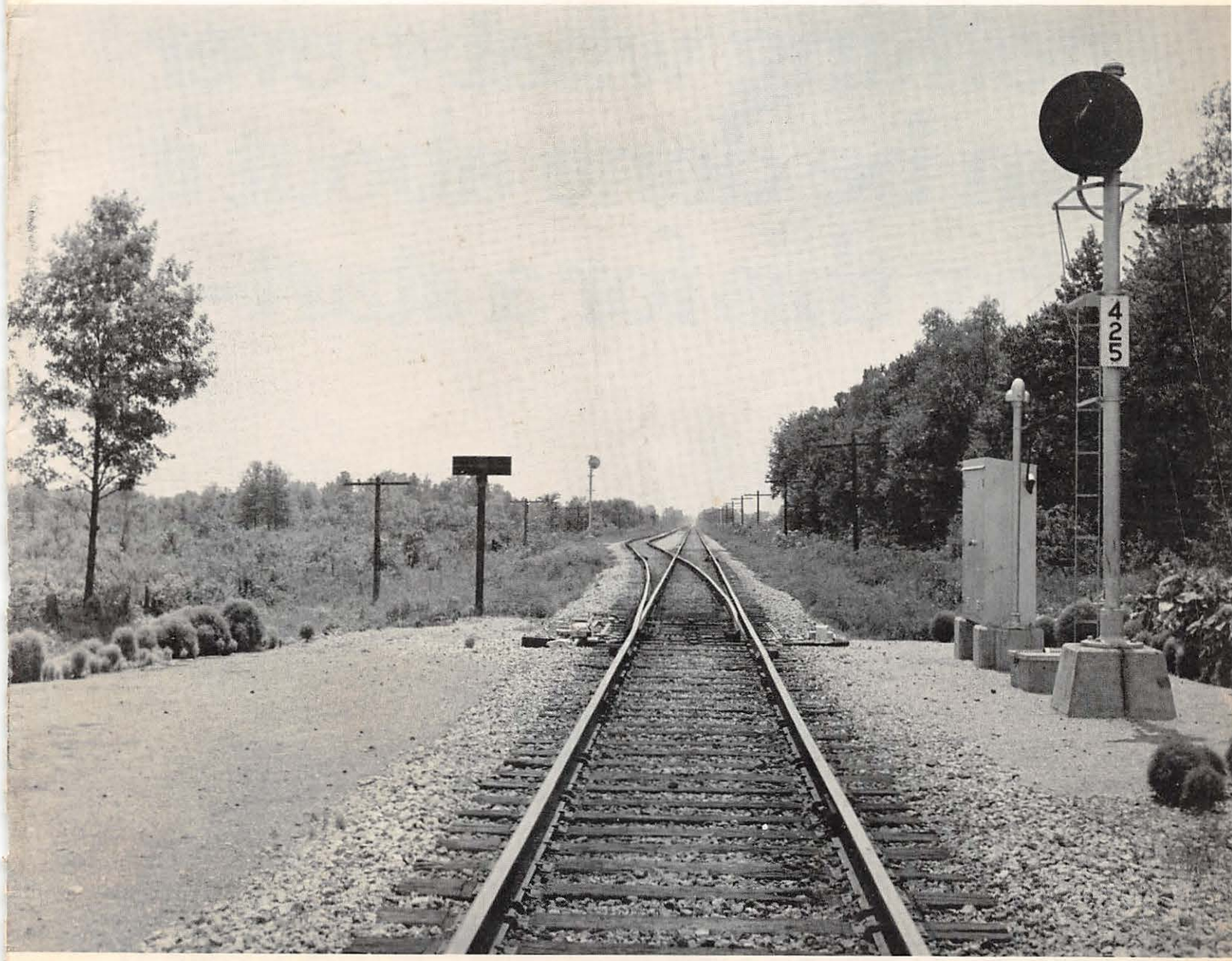
MARCH, 1968

THE Signalman's JOURNAL



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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

MARCH, 1968

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ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.
The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

A Message From President C. J. Chamberlain

ON MARCH 1, 1968, THE General Chairmen of the Brotherhood of Railroad Signalmen served a uniform Section 6 Wage Notice on the majority of the railroads in the United States. The wage notice was approved by our General Chairmen in accordance with the new provisions of the Constitution which became effective January 1, 1968.

The wage notice requests general wage increases to be applied to all existing rates of pay for all classifications of signal department employes represented by the Brotherhood of Railroad Signalmen; additional adjustment of wage rates for the skilled signal employes; and a cost of living adjustment. Our wage movement is an independent movement initiated in accordance with the mandate of our 1967 Convention.

Our request for increased wage rates is based on the increased skills and responsibilities of signal employes which have not been recognized in the present wage rates.

All of us are well aware that Signalmen, Signal Maintainers and higher classifications are far underpaid in comparison with similar crafts in other industries.

Emergency Boards 145 and 159 have conceded that the wage scale of signal employes is compressed. In our 1963 wage movement, Emergency Board No. 159 clearly stated:

"As already indicated, signalmen are skilled employes who are entrusted with considerable responsibility."

and

"It is evident from the preceding considerations that the signalmen do suffer from a serious wage inequity."

The Board concluded:

The Board's recommendations, as explained below, constitute but a first and modest step towards a widening of internal differentials which both parties agree have become unduly compressed. The recomemnded adjustment is also a first and modest step in the direction of narrowing differentials between the rates of skilled signalmen and signal maintainers on the railroads and the rates of comparable skills in other industries."

The Board's report, while recognizing the inequity, did not follow through in its findings and recommended an appropriate increase which was fully justified by the record in the case.

President C. J. Chamberlain

Since the Emergency Board's report in 1964, the militancy of our members has reached the point where we have been given a mandate to secure for them wage rates commensurate with their skills and responsibilities.

Our March 1, 1968 wage notice is designed to achieve our goal over a three year period. It also includes a cost of living clause to protect against the erosion of real earnings during this period. Unquestionably, the record gives strength to our demands for substantial wage increases for our members. We know that it will not be handed to us and what we achieve will be determined by the effort and strength we put into this wage movement.

The determination of our membership to get moving was never more in evidence than it was at our 1967 Convention in August. The delegates, representing over 215 locals in the United States and Canada, were a decisive body. They were there to make decisions and set their goals. They did both, but only after full debates, discussion and exchange of different points of view.

On the question of wages, the action of the delegates was unanimous and to insure that our membership had a voice in our national wage movement, they adopted a Constitution provision that all national notices to be served on the railroad in the United States must first be approved by the General Chairmen, and before any agreement may be signed, the terms for agreement must be ratified by a majority of the General Chairmen in the United States.

As we reported to all of our local officers, the notice was approved by our General Chairmen by a vote of 67 for and one against. Curiosity demanded that we inquire from the one dissenter his reason for voting against the notice. We were advised that the reason was that the notice "was not enough."

There is no question in our mind that the unanimity of our membership combined with their militancy and energy are definite assets of the Brotherhood of Railroad Signalmen in our wage movement now underway.

I am confident that the managements of the railroad industry are fully aware of the restiveness and discontentment of all of us. They should know, and I am sure they are well aware of the inequities in the wage structure of their signal employes.

Our members are loyal citizens and employes who for too many years have been deprived of their just recognition. My association with our members over the past eleven years has shown me that they have a great capacity for tolerance, understanding and determination. They are reasonable people who recognize that there are always two sides to every story. For years they have listened to the other side, but now they are demanding that their story be heard.

We want to reach an agreement peacefully and are confident that this can be accomplished provided true collective bargaining exists in our negotiations.

Our wage notice is a reality now and our months of planning and preparation for this movement by the Brotherhood of Railroad Signalmen have now been put into motion.

We want nothing more, nothing less, than that to which we are entitled. With your support—with unity in our ranks—with determination in our hearts—with recognition of possible self sacrifice—with all of these factors, we are confident that our movement will achieve the goals we have set.

New Benefits Under Medicare Explained

RECENT CHANGES IN THE law added valuable new benefits to both the hospital insurance and doctor-bill insurance parts of the medicare program. The amendments also make it easier for people to claim doctor-bill insurance benefits.

To explain fully the changes in the medicare program, the Railroad Retirement Board is preparing an up-to-date handbook. Railroad retirement beneficiaries and their families with medicare protection will receive their copy this spring. The following questions and answers briefly explain the more important changes.

1. *Why is it now easier to claim benefits for doctor bills and other medical services under medicare?*

Under the old law, if a doctor did not want to submit his bill to medicare, the patient had to pay him before he could apply for the medicare payment. Now, a person can apply for his payment even if he has not yet paid his bill. All he needs to do is get an itemized bill, paid or unpaid, and send it with his Request for Payment (form G-740). If the doctor's office will fill out part II of this form, this takes the place of an itemized bill.

As before, railroaders should file their doctor-bill claims with the nearest office of the Travelers Insurance Co. This company is the *only* agent for handling medical insurance claims under medicare for railroaders and members of their families. If the doctor files the claim, he should also direct it to the nearest Travelers office. (Railroaders who are members of railroad hospital associations should follow the association rules for making medicare claims.)

2. *What additional benefits are now provided in the medicare hospital plan?*

Medicare hospital insurance now provides more hospital benefit days. Beginning January 1, 1968, a 60-day reserve of inpatient hospital care is provided for use during a patient's lifetime after he exhausts the maximum of 90 days for any particular spell of illness. Under the old law, medicare hospital insurance could have helped pay for only 90 days of hospital care in a spell of illness.

3. *How will the new 60-day lifetime reserve apply if I become hospitalized?*

Under the new law if you use up all the 90 days in a particular spell of illness, you can draw on the lifetime reserve for up to 60 more days of benefits. During these additional days, your hospital insurance would pay all but $20 a day of your covered hospital expenses.

When you have not been a patient in any hospital or nursing home for 60 consecutive days, you are again eligible for 90 days of hospital benefits. If you again use up these 90 days, you can only draw on the remaining days left in your 60-day reserve.

4. *What other services and coverages have been broadened under the doctor-bill plan?*

Improvements in doctor-bill coverages and services include the following:

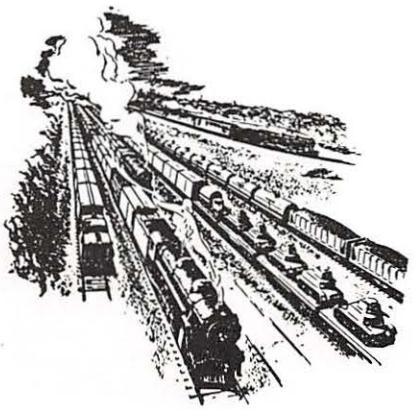
(1) Beginning January 1, 1968, benefits are payable for part of the cost of buying durable medical equipment.

(2) Services of pathologists and radiologists to hospital patients will be paid in full beginning April 1, 1968. (This means that a person does not have to pay $50 deductible before his doctor-bill insurance will pay for the services of these specialists while he is a hospital inpatient.)

(3) Effective January 1, 1968, the definition of a physician has been expanded to include services furnished by a podiatrist, except treatment for flat feet, routine foot care, or partial dislocations.

(4) Coverage of hospital outpatient services, whether for diagnosis or for treatment, is transferred from the hospital insurance program to the doctor-bill insurance program effective April 1, 1968. As of that date, medicare hospital insurance will no longer include the limited outpatient diagnostic benefit that it has covered. To receive outpatient hospital benefits then, a person must have medicare doctor-bill insurance. The same $50 deductible that applies to other doctor-bill services will also serve as the deductible for outpatient services.

(5) A general enrollment period for the doctor-bill plan will take place annually instead of every odd-numbered year.



5. *When can I join the doctor-bill plan during the annual enrollment period?*

An eligible person who is not enrolled for doctor-bill insurance may enroll during the first three months of any year, providing this period begins within three years after he had his first opportunity to enroll. People already 65 or older who do not have doctor-bill insurance may enroll through April 1, 1968; if they do not enroll by that date, they will have to wait until 1969 for another opportunity to do so.

6. *How is the medicare plan now financed with all of the improvements made?*

As before, the hospital insurance part of medicare is financed by special contributions from employes, their employers, and self-employed people. Each group pays at the same rate. For railroaders, the 1968 contribution rate is 0.6 percent of each railman's first $650 of monthly earnings. This rate will remain in effect through 1972. The hospital insurance contribution rate scheduled in the new law for this period is one-tenth of one percent above that rate in the previous law.

The voluntary doctor-bill insurance portion of medicare is financed by monthly premiums paid by people 65 and over who have signed up for this protection. The Government matches these premiums dollar for dollar. The monthly premium, which has been three dollars, will be increased to four dollars a month in April 1968. The Government will continue to match the increased premiums, so that the insurance is worth twice the amount of the premium people pay for it.

news from Canada

THE CANADIAN LABOUR Congress recently attacked government policies as favouring "the rich and powerful" and failing to meet the needs of the people. The 1,500,000-member labour group in its annual meeting with the Prime Minister and members of his cabinet, presented a 13,000-word document prefaced by the comment that it was the nature of such presentations that they should be critical.

In addition to attacking government policies in general, the CLC spelled out areas in which it felt particular action was needed. The final words of the memorandum were a farewell to Prime Minister Pearson with the words: "You have devoted many years in the interests of the Canadian people and we would be remiss if we did not express this public tribute to you for the contribution which you have made not only to the well-being of Canada but of the whole world."

The tone of the introduction was sharply different:

"We cannot easily recall a situation like the present where the government has in so short a period made so many decisions which evidence a propensity to satisfy the wishes of the rich and the powerful. In the period of a few months your government has given the appearance of retreating from its commitment to implement medicare legislation. It has taken actions which make the acquisition of adequate housing within their economic means an impossibility for many thousands of Canadians. Your government has apparently rejected the basic principles of the Carter Report thereby yielding to the outcries of those who stand to gain by the perpetuation of the present system of taxation."

"It has introduced a budget which can only have the result of reducing consuming power and thereby leading to a spread of unemployment. It has compounded the mistake of a deflationary budget by cutting back government programs, which will inevitably lead to an increase in the number of the unemployed. At a time and in an age when government involvement in promoting economic growth is not only indispensable but taken for granted, your government appears to withdraw from such intervention and to take only those negative actions which are bound to blunt growth and entrench an unsatisfactory status quo."

"The spectacle of a slow-down and actual decline in housing activity during periods of rapid economic growth and their attendant tight credit conditions, such as we have experienced in recent years, must be ended. If housing is to be regarded by private financial institutions as an attractive investment field only when conditions are poor in other areas, then its development cannot be left in their hands."

"We believe that all Canadians have a right to decent housing and that governments have an obligation to ensure that it is provided."

The only beneficiaries of the recent raising of interest rates were financial institutions.

"Only those earning in excess of $7,500 a year can now qualify for the maximum NHA insured loan of $18,000 and it is doubtful if adequate housing at a cost much less than this can be found in urban areas," the CLC said. "In effect, the average Canadian wage earner has been priced out of the current housing market. We are not talking here of those with incomes low enough to qualify for public housing, inadequate as the public housing program may be. Rather, we are speaking of those with a supposedly substantial regular income. Further increases in the interest rate or even a slight decline will do little to aid them. The only solution is for the federal government to enter the field as the primary lender at rates substantially below the present market level."

Beyond this, major projects should be undertaken in the fields of public housing, land assembly and urban planning. The 11 percent sales tax on building materials should be removed.

"The impact of government policy in the past year has clearly been to dampen even further an economy whose rate of growth was already lagging. We question seriously the economic wisdom of imposing a deflationary tax increase, as the Minister of Finance did in his November 30th budget, at a time when the economy's forward momentum is obviously faltering. Furthermore, there is every likelihood that the recent tax increases will serve to aggravate, rather than to ameliorate, the already unsettling cost and price pressures on the economy."

"An analysis of the available economic indicators leads us inevitably to conclude that, from the standpoint of the working people of this country, the economic outlook for 1968 is not a particularly rosy one," the memorandum continued. "Our rate of economic growth in the year ahead is likely to fall well short of potential. Private investment will almost certainly fail to grow at a pace sufficient enough to generate the additional 240,000 jobs that the Economic Council of Canada says are required annually to absorb the growing labour force. Nor are we completely convinced that the action taken by the United States government in establishing guidelines for investment will have no significant impact upon this country's economic performance in the current year."

"Once again it looks as though the burden of poor economic man-

agement will be borne by Canadian workers in the form of increasing joblessness," the CLC said.

"The real tragedy is that the expected levelling off in our rate of economic growth and concomitant rise in unemployment, need not materialize if the correct expansionary policies are immediately implemented."

"The people of the Atlantic region have every right to their fair share of this country's economic wealth but, in our view, present programs and policies are inadequate to ensure that such a highly desirable state of affairs will ever be realized."

"The economic problems of the Atlantic provinces are such that they will not yield to anything short of a massive program of coordinated and comprehensively planned regional economic development."

"To this end we suggest that the federal government take the initiative by establishing a single agency or department of government charged with the sole responsibility of planning, and subsequently implementing, comprehensive programs of regional economic development."

"We feel that this was a breach of faith with the Canadian people," the CLC said. "In planning for the Medical Care Act your government undoubtedly made assumptions as to costs. It cannot now retreat on the grounds that unforeseeable cost factors have emerged."

"One of these is the arbitrary maximum of two percent which may be applied in any year to increase the rates of benefit and the year's maximum pensionable earnings," the CLC said. "During the last year the Consumer Price Index rose by 3.5 percent but only two percent could be applied to the Pension Index."

"The other problem which has arisen is the $5,000 ceiling itself ($5,100 for the year 1968). While this figure may have seemed sufficient when the Canada Pension Plan was being drafted, the rise in wage levels since then has made it less realistic for purposes of contributions and pension benefit levels. If wages and salaries continue to rise as they have in recent years, so many workers may earn beyond the $5,000 level that the maximum benefit of $1,250 a year as at first envisaged may well become a flat rate benefit instead. The 25 percent ratio would then become a fiction in large measure."

"I don't know if my pop is a hogger, a gandy dancer or a tallow pot, but I know he works for the railroad."

"Bill C-186 is nothing less than a concession to the Confederation of National Trade Unions. It is an answer to the request by that organization to enjoy special privileges and advantages which neither its numbers nor its status can justify. Because the Bill is a political expedient to appease the CNTU, it is an affront to whatever is positive and constructive about the Industrial Relations and Disputes Investigation Act. The Bill, and the reasons given in support of it, impugn the integrity of the members of the Canada Labour Relations Board. It creates a wholly false impression of the operation of the Act itself and of the burden of work which the Board must carry. It deceives the public as to the way in which the Board has exercised its functions and its probity in so doing. It is bad legislation because it is erroneous in its conception and irresponsible in its purpose."

"The proposed legislation threatens very seriously to undermine the patterns of collective bargaining which have been established," the memorandum said. "The possibility of fragmentation of national bargaining units represents a very real menace to the orderly relationhips which exist in various industries coming under the federal jurisdiction. It threatens to establish regional patterns of collective bargaining where countrywide bargaining has become the rule."

"It will aggravate differences in living standards, hamper mobility and deny promotional opportunities to workers who now enjoy them under country-wide collective agreements. It opens the door wide to an increase in industrial disputes because, if the legislation succeeds, there will be more bargaining agents and more opportunities for conflict. If industrial peace is one of your objectives as a government, surely Bill C-186 is not designed to achieve it. Legislation so ill-conceived should never have been introduced and we urge you to withdraw it before it is able to do the damage of which it is capable."

Railroad Executives Respond to Leighty's Offer

—THE NATION'S RAILroads recently invited union leaders to a top-level meeting to discuss vital issues "affecting the very livelihood of your union members and the very future of our industry, as well as the security and well-being of our country."

The industry's invitation—in response to a similar suggestion by labor earlier—was contained in a letter from William B. Johnson, president of the Illinois Central Railroad, to G. E. Leighty, chairman of the Railroad Labor Executives' Association.

Mr. Johnson heads up a three-man team of railroad presidents which was created at the last meeting of the Board of Directors of the Association of American Railroads on the recommendation of AAR President Thomas M. Goodfellow. The other members of the team are Herman Pevler, president of the Norfolk & Western Railway, and Louis W. Menk, president of the Northern Pacific Railway.

In his letter, Mr. Johnson told Mr. Leighty that matters such as safety, research, education and legislation could "advantageously be discussed by our two groups." He pointed out that railroad management has long felt there are many areas of mutual interest and concern that—"far removed from the pressures of the bargaining table"—could and should be explored by a team of top carrier executives meeting with railroad union leaders.

The Illinois Central executive said this feeling has been "substantially bolstered by the harmonious and cooperative spirit which has marked several recent contract negotiations and which has just produced greatly improved insurance, retirement and unemployment benefits for railroad employes."

Marquardt Elects Vice President For Rail Transportation Products

THE PRESIDENT OF THE Marquardt Corporation, J. B. Montgomery, announced recently the election of H. F. Goelzer as vice president of the Marquardt Corporation.

Mr. Goelzer serves as president of Marquardt Industrial Products Co., a subsidiary of The Marquardt Corporation. He is responsible for the management of the subsidiary's development and production of industrial products, which include railroad transportation products and electronic control devices for the transportation industry.

Mr. Goelzer has been with Marquardt since 1958. He is a graduate of Massachusetts Institute of Technology, with B.S. and M.S. degrees in aeronautical engineering. He also earned an M.S. degree in industrial management at M.I.T. under an Alfred P. Sloan fellowship.

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Erie Road Due To Join N&W

THE ERIE - LACKAWANNA Railroad will become part of the Norfolk & Western Railway System probably on April 1, a top N&W official reported recently. John P. Fishwick, Senior Vice President of N&W, said at an Interstate Commerce hearing, "All the necessary papers have been approved by both lines and we are shooting for April 1."

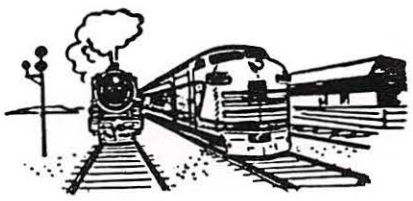
The Erie-Lackawanna is one of three eastern railroads which the ICC has ordered the N&W to absorb as a means of keeping them operating in the face of much stronger competition supplied by the newly merged Penn-Central. Inclusion of the E-L would give the N&W for the first time direct access to the port of New York. N&W tracks would join those of the E-L at Buffalo, N. Y. for the trip to Hoboken, N. J., Erie's eastern terminus.

The other two railroads which would be taken over by the N&W are the Boston & Maine and the Delaware & Hudson. D&H stockholders are scheduled to vote terms of the inclusion April 24. A spokesman for the B&M said at the ICC hearings that his line soon will file a formal petition for inclusion in the N&W.

The ICC reoponed hearings yesterday on the proposed merger of the N&W with the Chesapeake & Ohio-Baltimore & Ohio Systems. The reopened hearings are to consider the so-called Dereco plan of the N&W. Under the Dereco plan the N&W and the C&O would merge and set up a subsidiary to operate five eastern railroads. These would include the E-L, D&H, B&M, the Reading and the Jersey Central.

It was reported that the Jersey Central's inclusion in the N&W-C&O is now assured. The agreement on terms for taking over the bankrupt Jersey Central remains to be reached. If the railroads cannot agree to terms, the ICC will set them.

The Reading reported that if it could not obtain more favorable terms from the N&W it might seek to become part of the Penn-Central.



Improvement In Medical Insurance Benefits Under Medicare

THE RAILROAD RETIREment Board reports that the recent changes in the medicare program improved hospital and medical benefits for qualified railroad workers, beneficiaries and their families, as well as for individuals covered under social security.

Howard W. Habermeyer, Chairman of the Board, points out that persons who did not enroll during their initial period will have another chance to sign up for the doctor bill insurance. Under the new law, a person who failed to enroll during his initial enrollment period may sign up during the first three months of any year, provided this is not later than three years after his first opportunity to join.

Railroad retirement beneficiaries and railroad employes can get more information about the changes in the medicare program at any Railroad Retirement Board district office. The address of the nearest office can be found in the telephone directory under United States Government—Railroad Retirement Board.

Grade Crossing Casualties Reduced in '67

BOTH THE RAIL BROTHERhoods and management in the railroad industry are jointly sponsoring an intensified effort to reduce the grade crossing toll, it was reported by Joseph H. Hays, general counsel for the Association of Western Railways. Figures released by the Department of Transportation for the first ten months of 1967 show a reduction in the number of persons killed and injured in train motor vehicle collisions at grade crossings.

Deaths were reduced by four percent and collisions by five percent during this time with a probable increase in the number of motor vehicles and their mileage also to be taken into account. And while the improvement is slight, it is a step in the right direction, Hays explained.

Railroad Unions and railroads have formed joint organizations on every major railroad in an effort known as Grade Crossing Accident Prevention Program, or G.A.P.P. In many states committees were established to assist in driver education programs, to encourage installation of improved advance warning signs at approaches to grade crossings, and to co-operate with local and state officials in their efforts to obtain compliance with grade crossing safety laws.

Hays stressed the laxness of the motoring public to the existing laws covering grade crossing movement and if the existing laws were obeyed there would be no one killed or injured. If drivers showed the same respect for grade crossing signs that they show for through stop signs, we would have no trouble. One state last year reported 1,369 cases where lowered crossing gates were smashed by vehicles going so fast they could not stop. The committees are urging that each traffic officer devote one hour a week toward surveillance of vehicle traffic at railroad crossings.

While this is only the start, Hays explained that the campaign is picking up momentum and we are confident it will improve in 1968.

Attend Your Union Meetings

Signalmen Draw $667,000 in Railroad Unemployment and Sickness Benefits in Fiscal Year 1966-67

Employes who work in occupations represented by our Brotherhood received $183,000 in unemployment benefits under the Railroad Unemployment Insurance Act during the benefit year which ran from July 1, 1966, through June 30, 1967, according to the Railroad Retirement Board. Some 300 of them were paid benefits averaging $571.

Also, during fiscal year 1966-67, 1,000 employes in these occupations were paid sickness benefits under the same law. They received $504, on the average, and their benefits totaled $484,000.

The Board pointed out that 81,000 unemployment beneficiaries and 92,000 sickness beneficiaries from the ranks of the Nation's railroad workers drew $34 million for unemployment and $36 million for sickness in fiscal year 1966-67.

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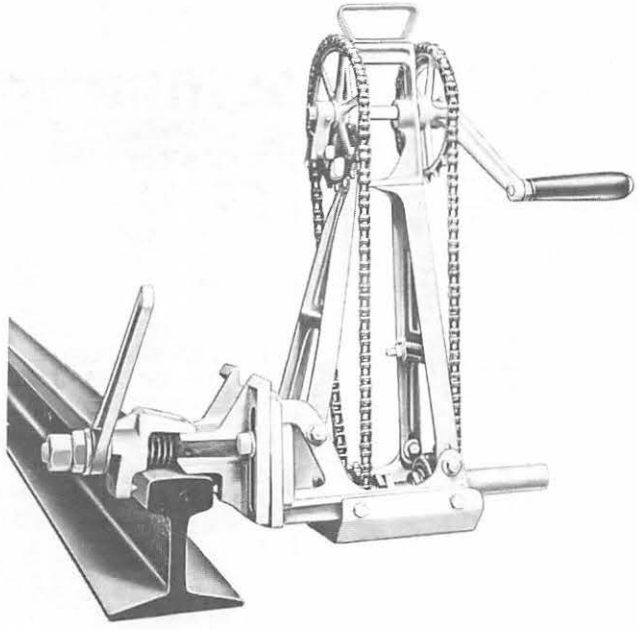

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By SIDNEY MARGOLIUS, for The Signalman's Journal

YOUR BEST BUY IN A USED car typically is one that is two to three years old.

In the fifth year of a car's life, combined depreciation and repair expenses actually may be larger than for a four-year-old car.

But once you get by the critical fifth year with its typically high repair and parts replacement costs, you have relatively reasonable owner's costs. While repair costs typically rise to another high level in the seventh year, by that time depreciation costs are very low.

This is one of the useful insights into car ownership costs you can glean from a new study by E. M. Cope and L. L. Liston of the U. S. Bureau of Public Roads.

"Depreciation" is the loss in market value each year. Thus, a new car bought for $2,800 has a loss in market value for the first year of $842.

But your total ownership cost is depreciation plus repairs and maintenance. Thus, the new $2,800 car, while it suffers depreciation of $842 has a typical cost for repairs and maintenance of only $58. Its total ownership cost is $900.

Each year the depreciation is less, and the repair bill higher. In the fourth year—normally a reasonable year judging from this study—depreciation is $280 and the repair bill $190. In the fifth year, as shown in the chart with this article, typical repair costs finally exceed depreciation (normally, but not necessarily, in all cases).

The facts about car ownership are worth your attention. Car expenses have become a major living expense. The Bureau of Labor Statistics moderate budget for a family of four estimates transportation costs at $68 a month, largely for the family car. This is more than any other item except food ($181), housing ($190), and clothing and personal care ($82). The BLS estimate was based on buying a car two years old and keeping it for four years.

The Bureau of Public Roads in its report, points out that depreciation is by far the largest single cost of owning and operating a car. In most cases, the age of a car is more important than its mileage in determining resale or trade-in value.

During the early years, depreciation cost will range from 5.8 cents a mile the first year, to 2.8 the fourth. Then repair bills jump into the lead. Among medium-cost repair and maintenance expenses often necessary as a car reaches middle age are starter and alternator overhaul, brake relining, universal joint replacement, etc. Major repairs include automatic transmission overhaul and engine rebuilding.

On the average, you also can expect to buy a little over one tire a year.

The bureau also has updated its estimates of the cost of operating this full-size $2,800 four-door sedan. Average total ownership and operating cost a year, assuming a ten-year average car life and average driving of 10,000 miles a year, is 11 cents a mile, or $1,100 a year ($98 a month).

These average costs over the ten years are:

Depreciation, 2.8 cents a mile; maintenance, accessories, parts and tires, 2.1; gas and oil (excluding

YOUR MONEY'S WORTH
by Sidney Margolius
COSTLY CREDIT INSURANCE!
OFTEN CONCEALS AN EXTRA FEE FOR A LOAN OR INSTALLMENT PURCHASE. CREDIT UNIONS PROVIDE THIS INSURANCE, WHICH CANCELS THE DEBT IF THE DEBTOR DIES, AT NO EXTRA CHARGE. MANY BANKS AND REPUTABLE FINANCE COMPANIES CHARGE ONLY A MODERATE 40 OR 50 CENTS PER $100 OF DEBT. BUT SOME FINANCE COMPANIES CHARGE AS MUCH AS $1 AND EVEN $2 PER $100.
LOAN
BANK
G.I.P. FINANCE CO.
TO CREDIT UNION
ALWAYS
CHECK TO SEE
HOW MUCH YOU ARE BEING CHARGED FOR THIS INSURANCE
BEFORE YOU SIGN
A NOTE OR INSTALLMENT CONTRACT.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE UNITED GLASS AND CERAMIC WORKERS OF NORTH AMERICA
UNION LABEL
INT. LADIES GARMENT WORKERS UNION
UNION MADE
ILGWU
AFL-CIO

taxes), 1.7; state and federal gas, excise and registration taxes, 1.2; garage, parking and tolls, 1.8, and insurance 1.4. The gasoline estimate is based on consumption of 14.3 miles to the gallon.

These estimates are lower than the 1967 A.A.A. estimate of $1,360 a year or 13.6 cents a mile (up sharply from the 1965 estimate of 11.8). The AAA estimate, however, is based on a car bought new and traded in after three years.

Nor do these figures even include the cost of financing, which can come to $200 to $300 and even more depending on how much you put down, and where you arrange for the financing.

You can, of course, reduce these high figures somewhat if you don't count the cost of garaging the car. The Bureau of Public Roads estimated this at $10 a month for rental or indirect cost of the owner's garage. The bureau also estimated parking fees at $4.50 a month, which you may or may not need to spend. Too, a lighter car will use less gas.

Orndorff and Lewis Receive 40-Year Pins

AT THE LAST MEETING OF our Grand Executive Council and Grand Board of Trustees, President Chamberlain had the honor of presenting Vice President Gerald Orndorff and Trustee Bill Lewis with 40-year membership pins.

Vice President Orndorff started work on the Baltimore & Ohio in 1925 and joined Local 31 the same year. He served Local 31 as local chairman in 1940 and was general chairman from October, 1941 until the time of his appointment as grand lodge representative in June, 1945.

In April 1948 Brother Orndorff filled the position of manager of the Signalman's Journal, and at our 1948 Convention in Milwaukee, Wisconsin, he was elected vice president and member of the National Railroad Adjustment Board, Third Division. Vice President Orndorff succeeded Dan Helt who was grand chief from 1917 to 1934, and became our first and original Board Member under provisions of the Railway Labor Act of 1934.

Chairman of the Grand Lodge Board of Trustees, and general chairman on the Santa Fe, are a couple of the jobs covered by William H. (Bill) Lewis. Bill started on the Santa Fe in November, 1922 as a helper and joined Local 161 on April 1, 1923 in La Junta, Colorado. After serving as local chairman, Western Division, Bill was elected general chairman in May, 1933, a part time job. In November, 1944 the Santa Fe System Committee made Bill's position a full time one and he has served continuously ever since.

In September 1941 he was appointed a member of the Board of Trustees and now serves as Chairman. At conventions Bill is remembered for his work as chairman of the committee-on-laws.

It is men like Gerald Orndorff and Bill Lewis, through their hard and untiring work, that have made our Brotherhood the respected organization that it is today in the Railroad Industry, President Chamberlain stated.

At the meeting of the Grand Executive Council and Board of Trustees held during January, Vice President Gerald Orndorff, left, and Chairman of the Board of Trustees William H. Lewis, center, were awarded lapel pins by President C. J. Chamberlain commemorating 40 years of continuous membership in our organization.

Retired Members Enjoy Journal

Last month we asked all retired members who desired to continue receiving the Signalman's Journal to fill in a form that we printed in our January issue. Along with these forms, we have received many letters as to just how our retired members enjoy and look forward to receiving news about old friends and Brotherhood news in general. One letter from Brother D. K. McCulloch states how most feel. He writes:

"Editor, Signalman's Journal

"Dear Sir and Brother:

"Enclosed is my request for the continuance of The Signalman's Journal. While my many friends have retired or departed I continue to enjoy reading the Journal.

"I was the first member of Local 6 and organized the employes on the Soo Line and with Mr. Pattee helped organize the employes on the CStPM&O, now the CNW.

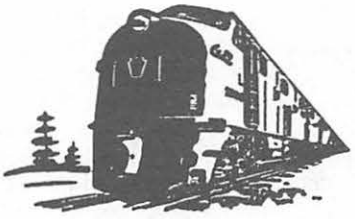
"The Brotherhood of Railroad Signalmen has always been my best friend.

Sincerely and fraternally yours,
/s/ D. K. McCulloch"

It is noted that Brother McCulloch is 82 years young; retired in 1951, after completing 41 years as a signal maintainer on the Soo Line and served as Local Chairman.

Buy U.S. Savings Bonds

Railroad NEWS IN BRIEF



PENNSYLVANIA UNIONS and Railroads joined in opposing a bill in the State House which would allow double trailer trucks totaling 70 feet in length. This is an additional 15 feet over the present limit and has been called a safety hazard as well as a menace to the highways.

THE READING RAILROAD increased their passenger business five percent in 1967 over 1966. The total of 12,700,000 passengers was a ten year high and proves commuters will take advantage of rail service when it is available.

THE AMERICAN ASSOCIATION OF RAILROAD year end figures show that the number of rail employes in 1967 stands at 609,000. In 1966, the number of employes on Class I roads was 630,895. Just 15 years ago it was 1,226,663. Things may get worse in 1968 with the big mergers going through.

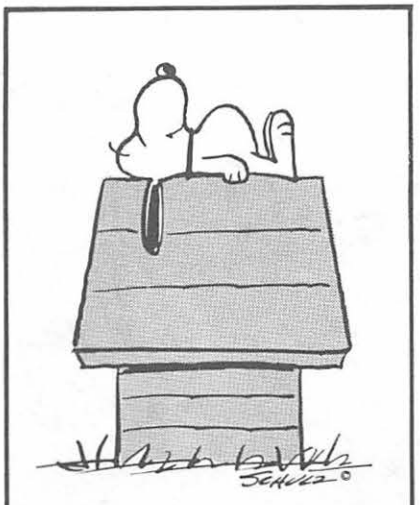
THE CHICAGO & NORTH WESTERN has ordered 20 more bi-level commuter coaches which will give them a total of 267 of this type car in service in the Chicago area. At a cost of $3,518,000 this will make more than 85,000 seats for commuter passengers if each coach is used for one round trip each day.

THE RAILROAD RETIREMENT TAX is taking a bigger bite effective January 1, 1968. The benefit base has been lifted from $550 to $650 but the tax rate of 8.9 percent remains unchanged; benefits are going up also.

THE PENNSYLVANIA RAILROAD had a change of heart in the consolidation of its two overnight trains between St. Louis and New York when the ICC reported it would investigate such a move. The "Spirit of St. Louis" and the Penn Texas will continue running for now.

THE SOUTHERN PACIFIC AND RIO GRANDE RAILROADS opened a new rail link when the first eastbound freight arrived at Ogden on January 8. Shippers will benefit in this direct connection between the two railroads with faster service.

THE CANADIAN NATIONAL RAILROAD announced recently the ordering of ACI equipment from Sylvania KarTrak for its entire fleet cars and locomotives, approximately 100,000 in all. Sensitized labels will be placed on both sides of every piece of equipment and read by track side scanners. Performance tests will begin this fall upon delivery of scanners, on the line between Burlington and Gravenhurst in Ontario, to check Canadian climatic and operating conditions.



HAPPINESS IS A SAFE HOME

(Join the Easter Seal Home Safety Crusade)

THE LOUISVILLE & NASHVILLE plans to install in 1968 between Louisville and Nashville 187 miles of microwave for telephone, radio and data processing transmission; and six electronic hotbox detectors for the Nashville and Evansville division, at a cost of $290,000.

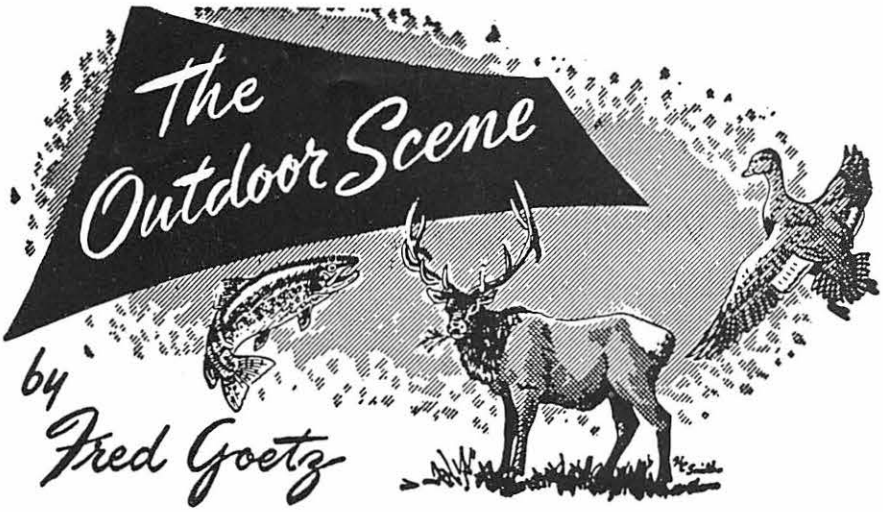
THE CB&Q is now serving low cost pre-packaged hot dinners in their new eat-at-your-seat program on its "Nebraska Zepher." The dinners are heated in the kitchen car, served at your seat by one attendant with no tipping, at a maximum of 95 cents. If the plan works it will be used on daytime runs.

THE NEW HAVEN RAILROAD long in need of cash, was given new life again this year with a $25,000,000 loan from the Penn-Central merger. Now the government has granted $28,400,000 for capital improvements, with Connecticut and New York matching this sum. DOT is making $500,000 available for right of way improvements and repayment of their previous loan of $1,700,000 from the government will be extended. This should keep the wolf from the door for a short time.

THE SANTA FE RAILROAD'S Super C, made a freight run from Chicago to Los Angeles in 34½ hours giving them the claim as the world's fastest freight train. This is two hours better than the Super Chief passenger train and 20 hours faster than previous fast freight making this run.

THE UNION PACIFIC consolidation of CTC systems is almost finished. Salt Lake City and Albina, Oregon are operating new equipment and Kansas City is expected to start operation soon. All three installations are replacements for and consolidation of existing centers.

THE NORTHERN PACIFIC is now installing Stromberg Carlson four wire switching systems that when complete will have a six digit, direct dial telephone system. This equipment provides switching of calls on a no loss basis between carrier, microwave or open wire lines and is suitable for voice and data transmission.



E. ROGER LEMELLE OF 846 E. San Bernard Rd., Covina, California, a retired signalman from the Pacific Electric R.R. Co., and a member of Local 100, writes:

"As one of the ardent angling fans, I think it is our duty to pass along a love and appreciation of this wonderful sport to the youngsters. In doing so, I find that I get more kick out of seeing them catch fish than catching them myself.

"I am partial to deep-sea fishing and make it a practice to smoke my own fish, in my own smokehouse which is called 'The Little Chief,' and is located in Hood River, Oregon.

"Enclosed is a pic of 'yours truly' with two of my grandsons, who, I'm happy to say, are ardent angling fans. On the left is Roger, right, Arthur. We are displaying part of a limit of rainbow trout that we caught in the Flaming Gorge country of northeast Utah—at 6,000 feet elevation. Great fishing!

"The catch took place last May 28th."

It isn't every day that a fella catches a big channel catfish, leastwise not a 17½-lb. specimen. Well, Bill Kusz of Hamtramck, Michigan caught one and it was well-earned for it took him 50 minutes to ease the barbeled brute from the Black River, in a stretch situated about seven miles north of Port Huron, Michigan.

Reason it took so long was due to the light gear that Kusz employed, topped off with 5-lb. test line and a tiny fly. As far as our column records go, Bill is the only angler who has taken a channel catfish on this light equipment.

* * * * * *

We've found it a good idea, when fishing low clear streams, to use little weight, or none if possible. The unweighted bait will drift more naturally in the current.

* * * * * *

Nelson J. Vanassche and son of Gardena, California, had a good day in the briny off Santa Barbara island. Dad was riding high with a 22-lb. bow cod 'til son Nelson came up with a 28-lb. specimen that copped the day's boat pool.

* * * * * *

Another noteworthy catch from the briny can be credited to Edward La France of Carmi, Illinois. On a southern vacation, while fishing in the Gulf of Mexico out of Panama City, he managed to land a 45-lb. Cobia, taken on 45-lb. test line.

* * * * * *

Many old-time scattergunners "swore and be-damned" a teal was the fastest of all ducks. No doubt they were guided by the authority of the day, Francis H. Buzzacott, author of outdoor books around the turn of the century. He estimated a speed of 120 miles per hour for the teal.

Today's wildlife biologists contend that ducks—including mallards and pintails—can, in ordinary flight, average 45 miles per hour, perhaps crowd 50 or 60 if aided by strong tail winds.

And yet Buzzacott wasn't too far off when he estimated speeds for mallards, pintails and baldpates at from 40 to 60 miles per hour; or in estimating 100 miles per hour for the canvasback.

Arthur Kortright, in his book, "Ducks, Geese and Swans of North America," a waterfowler's bible, credits the canvasback with a 72-mile per hour speed when pressed and adds another possible 30 when aided by strong tail winds.

And so it appears that the teal is not as fast as larger ducks—it only seems that way. No doubt, its smaller size and erratic flight pattern gives the shooter that impression.

* * * * * *

Seems like steelheads are developing strange appetites these days. One caught recently was found to have 40 sinkers and a bridge rivet in its stomach—total weight two pounds. The undigestible glob had worn a hole in the steelie's stomach walls and was found laying 'longside a cluster of eggs which were damaged. A small hole had started to develop in the outside body cavity from the load.

Union members—in good standing—and the members of their families can earn a pair of the illustrated Krocodile fishing lures. All that's necessary is a clear snapshot of a fishing or hunting scene—and a few words as to what the photo is about. Send it to:

Fred Goetz, Dept. SJ
Box 508
Portland, Oregon 97207

Please mention your local number and zip code. Of course, retired members are eligible.

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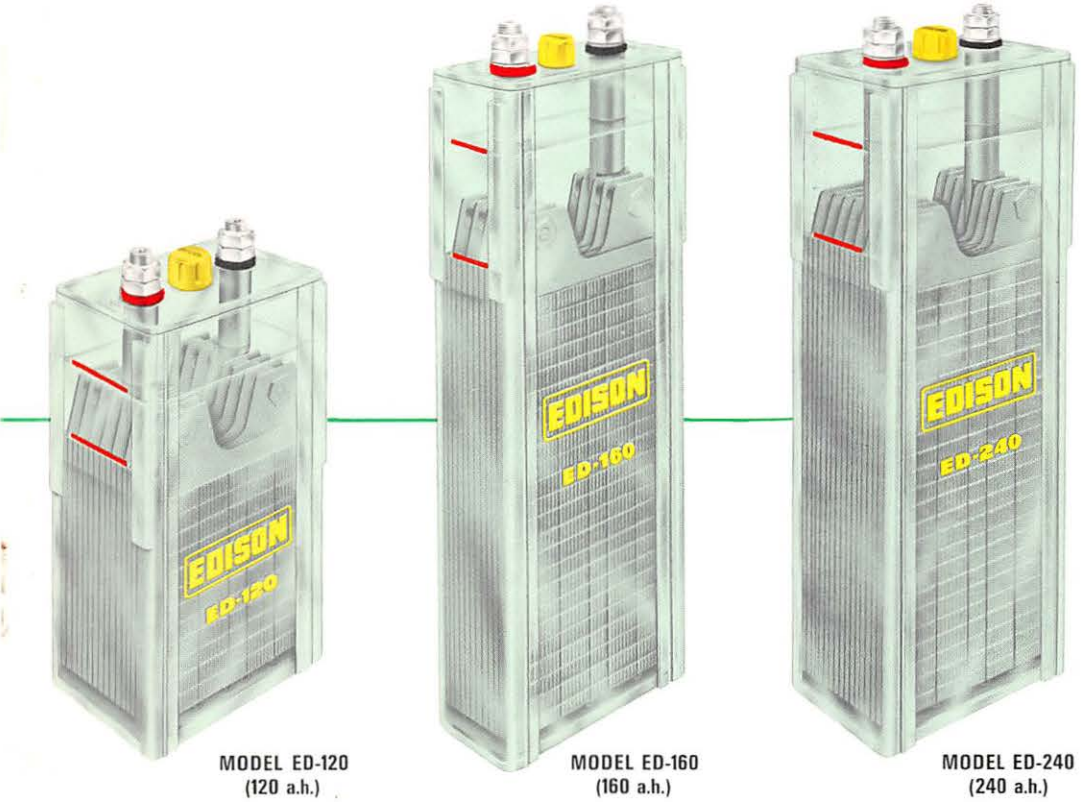
■ The ability to withstand deep discharges without loss of capacity or internal damage.

■ An internally connected ground* that permits the use of an automatic electric filler.

*Patents applied for

Now add more advantages such as • extremely narrow voltage band • low internal resistance that means higher available discharge rates • low water consumption • sized to fit railway signaling housings • light weight • and excellent low temperature performance characteristics.



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(120 a.h.)

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We will welcome your orders.

(If you would like more technical information first, and haven't already received our Bulletin PB 1121, please write us for a copy.)

THOMAS A. EDISON INDUSTRIES
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McGRAW EDISON

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. 385-3601

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346

SHANTY BANTER

"Young man," scowled the Judge, "a card burning charge has been brought against you."

"I burned it, Judge. Sorry."

"S o r r y!" shouted the Judge. "Don't you know it's against the law to burn your draft card?"

"That wasn't my draft card I burned, Judge. It was my Social Security card. I'm not against the draft, just against work."

•

You've reached middle age when you've learned how to take care of yourself and intend to begin almost any day now.

•

After years of study and the untangling of much red tape, the refugee couple finally managed to gain their citizenship.

The husband rushed into the kitchen with the good news.

"Anna, Anna," he shouted. "At last we are American citizens."

"How wonderful, how wonderful," Anna replied. "Now you can do the dishes."

•

One substitute for experience is age —15 or 16 years of age, for example.

•

There's only one way to treat a girl. Unfortunately, it still takes money.

•

If you know you can't do it yourself, you've learned a great deal.

•

The portrait photographer was having a difficult time with the cantankerous executive. "Please, sir," the lensman finally implored. "Try to look pleasant for just a few seconds. As soon as I snap the picture, you may resume your natural expression."

Two caterpillars were inching their way along a big green leaf when a butterfly fluttered by.

"Look at that!" one said.

"Yeah!" said the other. "You'll never get me up in one of those contraptions."

•

An intelligent man is one who understands what he doesn't know.

•

The rejected young man misses the kisses.

The accepted young man kisses the misses.

•

When she calls you "Darling" or "Honey," two possibilities come to mind:

1. She likes you.
2. She doesn't remember your name.

Any way you choose, you lose.

"Not registering to vote shows that you're a good solid citizen, Ed, especially between the ears!"

The kids were sitting on the curb when a fire truck rushed by with a huge dog sitting next to the driver.

"Why do they take the dog with them? Is it a mascot?" one boy questioned.

"Of course not," his buddy interjected, "they use it to find the fire plug."

•

Better to light the lamp of learning than to curse the darkness.

•

"I don't dig your pitch, Buddy," said the young man to the distinguished speaker.

"You couldn't possibly," replied the older, wiser man. "Our words are the same, but they mean different things."

•

Modern art is easier to recognize than ever before. If you can't recognize it, you know it's modern.

•

She doesn't have to learn how to become a Hippie.

When she wears slacks, you can tell she is.

•

Evil makes page 1; good news is reserved for the back pages.

•

History is that branch of learning that teaches students what mistakes they will be making after graduation. And Economics teaches them how costly each mistake will be.

•

If you must worry at night, worry successfully by working the following day.

•

"How horrible it is to be a man without a country," commented the sweet, old lady.

"How much more horrible it would be to have a country without a man," replied the sweet, young lady.

•

The fellow who's thinking, "what's the use?" is not the locomotive—he's the caboose.

•

"Are you prepared to meet your maker?" said the young missionary to the cannibal.

The cannibal picked up his knife and scowled, "Me prepared to meet anybody. Eat anybody. How much you prepared?"

YOUR WASHINGTON Reporter

R. E. PORTER

LEGISLATION IMPROVING benefits under the Railroad Retirement and Unemployment Insurance Acts has whizzed through Congress with the velocity of one of the high-speed experimental trains in the Northeast Corridor. Moreover, this was the first major measure to clear the new session, and it swept to passage at a record pace.

With the signing by President Johnson, the new bill became effective at the same time—Feb. 1—as the 13 percent increase in benefits under the Social Security Act voted in the last session. The Railroad Retirement Board has announced that benefit increases will probably reach retirees in early April, retroactive to Feb. 1.

As heretofore reported, the legislation had been agreed to by railway labor, railroad management and the Retirement Board. It was introduced in the closing days of the last session, but insufficient time remained to secure action then. However, congressional leaders promised that it would be expedited in the new session—and it was.

Railroad Retirement beneficiaries, under the new bill, are to receive increases equal to about 110 percent—that is, about 10 percent more —than they would have got under Social Security if their employment had been under Social Security.

The Retirement Board has explained that among the most important effects of the new legislation are these:

Retired employes will receive increases ranging from $10 to $20.90 a month, depending on the average monthly earnings upon which their annuity is based.

Persons getting benefits under the Social Security minimum guaranty formula and spouses whose benefits are now paid at the maximum rate will generally receive increases ranging from $5 to $20.

The new maximum for spouses will be $104.50 through December 1968 and will rise to $112.20 in January 1969, then to $115.50 in January 1970.

Some 3,000 disabled widows and widowers aged between 50 and 60 will become eligible for benefits for the first time.

The measure carries other changes also. All of them are to be explained in a booklet which will be sent to beneficiaries on the Retirement Board's rolls with their March 1 checks.

In addition, the amendment to the Railroad Unemployment Insurance Act boosts the maximum daily jobless and sickness benefits from $10.20 to $12.70 and makes other improvements.

These changes in Railroad Retirement and Unemployment Insurance rolled through the House and Senate, without dissent. The legislation was piloted through the House by Rep. Harley Staggers (D., W. Va.), chairman of the House Interstate Commerce Committee, and through the Senate by Sen. Claiborne Pell (D., R. I.) and Sen. Wayne Morse (D., Ore.). Pell heads the railroad retirement subcommittee of the Senate Labor Committee.

* * *

The issue of railroad safety is getting more governmental attention under the machinery of the new Department of Transportation. This was underscored by some recent reports of the DOT's National Transportation Safety Board, particularly one covering an investigation of a collision last May of two New York Central freight trains at the Central's yards in New York City.

In that report, the Board called upon the railroads to make "a reappraisal, a self-assessment and corrective action" in their operating methods from the standpoint of safety. The Board said its inquiry revealed "a wide variety of inadequacies in rules, operating practices and personnel training" by the NYC.

Moreover, the Board asked "whether general corrective steps, such as legislation, may be necessary." In that connection it pointed to bills sponsored by Sen. Gale McGee (D., Wyo.) and Rep. John Moss (D., Calif.), which would give the DOT the type of wide authority over railroad safety that the agency now has over airline safety. Presently, the DOT's powers over rail safety are limited. Rail unions strongly back the McGee-Moss measures.

In the NYC crash, the Board cited many factors involved, including human error, and added that it "considers the accident more indicative of a weak operating system than an occurrence governed by coincidental and unpredictable error." Also, the Board declared that "economic pressures to cut corners or disregard rules in the name of convenience or time saving are definitely pressures felt throughout the railroad industry."

Finally, the Board called upon the Central to revise its operating rules and "require compliance" and it suggested "corrective action" by the entire industry, along with possible legislation.

* * *

Will a new era of labor-management cooperation emerge on the railroads, in lieu of the atmosphere of antagonism which has prevailed in recent years? Hopes have risen that such a development may occur.

Recently the Railway Labor Executives' Association issued an historic appeal for such a "new era." It did so after the unions and the railroads reached agreement on legislation improving benefits under the Railroad Retirement and Unemployment Insurance Acts, and after both sides also agreed to a broad national uniform health-welfare plan, embodying many improvements. This plan is to replace separate programs now in operation.

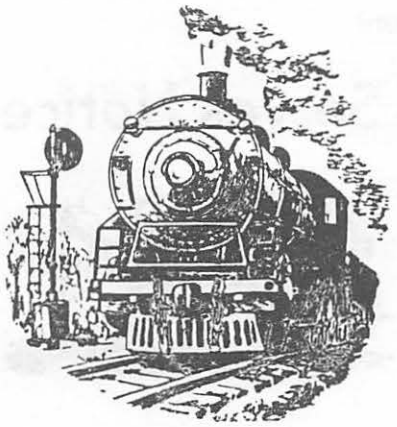
Citing those accords, the RLEA declared: "We believe this approach should be carried further. Now is the time to build a new era of harmony and cooperation between labor and management in this vital industry. The industry needs it and the nation needs it."

Specifically, the RLEA urged that the railroads name a committee of presidents to meet with the union chiefs in working toward "new attitudes and new policies."

New carrier policies urged by the unions were these: Negotiate prompt good-faith settlements of disputes over wages and working conditions; implement in good faith the labor agreements signed nationally by railroad negotiators; provide prompt and reasonable handling of grievances; cooperate on legislation and other matters of mutual benefit, including rail safety, and advertise confidence in employes.

On the latter point, the RLEA asserted that "the railroads' indefensible 'featherbedding' campaign of a few years ago has worked like arsenic, a slow poison" and that "the effect on employes remains devastating." The carriers were called upon to "begin to publicize the skill, effort and devotion of their employes."

Finally, the RLEA stressed that the proposed new policies, "if



adopted and implemented, would bring a new era to labor-management relations in the railroad industry—an era of productive, uninterrupted and profitable service."

Initial response from the carriers was favorable. President Thomas Goodfellow of the Association of American Railroads, while not committing himself to the particular points in the RLEA statement, said he agreed with the concept as a whole and would give the matter "priority" attention.

The AAR followed up with an invitation to the RLEA to meet with a newly-created committee of railroad president headed by William B. Johnson of the Illinois Central, for a discussion of common problems. RLEA Chairman G. E. Leighty welcomed the AAR response with "delight" and said he would promptly contact other rail labor leaders with a view of creating a union committee to confer with the management group. Thus, the groundwork appears to have been laid for a "new era."

Live A Little Longer

Phlebitis: Clot in a vein

By Dr. William A. Sawyer
IAMAW Medical Consultant

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PHLEBITIS IS AN INFLAMmation of a vein, accompanied by tenderness, pain and swelling of the area involved. It usually attacks the veins of the lower leg.

Any general illness which slows the blood circulation and confines one to bed, may result in clots forming in the veins. This is more properly known as thrombophlebitis. This happens to women in about one percent of child births and in two percent of major surgical operations of the abdomen. This is called a complication and occurs more often to individuals with varicose veins.

Dangerous complications

The chief danger from thrombophlebitis is the possibility that a portion of a clot may break away and float into the blood stream, eventually blocking an important blood vessel, in the lungs, heart or brain, which may result in serious consequence. Fortunately this complication is rare. Frequently there is the possibility that a portion of a clot may lodge in some other part of the body and set up an infection or abscess.

Thrombo-phlebitis is usually recognized by its pain. The doctor may prescribe many soothing remedies to bring about relief. Since the pain may be due to a spasm of the blood vessels or of the muscles, remedies to overcome this are helpful. Care in keeping the legs elevated and taking pressure off the veins whenever possible, often brings about complete relief.

Precautions and treatment

Treatment may include injection of drugs which help relieve the pain and prevent blood clotting. Dicumerol, which prevents blood clotting, is widely used to treat acute phlebitis. Treatment of such cases may be necessary for several weeks. And care should always be taken to prevent excessive pressure on the involved veins.

Dr. John E. Eichenlaub, in his book on the treatment of many maladies of the robust folk of the Minnesota countryside, has this to say about guarding against the hazards of phlebitis: "Whenever you go to bed for several days without getting up or moving around, your circulation becomes quite sluggish. Especially in your older years the risk that slow-flowing blood will clot in the veins of the legs, is quite real." He offers two rules:

1. Never stay in bed continuously without consulting your physician. Complete bed rest is a very dangerous treatment unless precautions are taken against phlebitis.

2. When you stay in bed with a cold or other minor illness, make it a point to change your position in bed every fifteen minutes while you are awake. Roll on one side, then on the other. Prop yourself up on several pillows, then let yourself back down. Exactly the same principle holds when you are under a doctor's care. If your physician doesn't give you specific orders about moving around in bed, be sure to ask him what you should do.

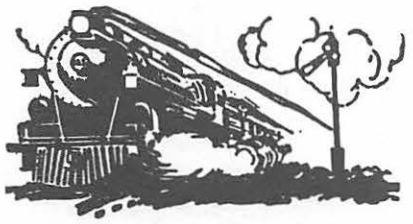
How to spot phlebitis before serious complications occur? Dr. Eichenlaub writes: "Most serious vein clots occur in the deep veins, so you suffer some discomfort on walking and tipping the foot forward. . . . The blocked vein passages lead to slight swelling of the ankle and foot. Some patients have a degree or so of fever."

Brotherhood Serves Notice For Increase

IN ACCORDANCE WITH ACtion taken by our 1967 Convention delegates which directed Grand Lodge to start an independent wage movement at the close of the moratorium provisions of the January 13, 1967 Wage Agreement, your Grand Executive Council with the assistance of our Attorney, Mr. D. Bennett of the law firm of Heiss, Day and Bennett, and Mr. E. Hollander, Economist associated with Robert A. Nathan Associates, Washington, D. C., have worked out a Section 6 Wage Notice to be served on all Carriers in the United States on March 1, 1968.

The wage notice provides for substantial across the board percentage increases for all of our members for the next three years; and in addition, will provide for substantial skill differentials for all signal maintainers and above classifications at six month intervals during the three year period.

As you know, the 1967 Convention delegates adopted a new provi-



sion to the Constitution effective January 1, 1968, which provides that all national notices served after that date must first be approved by the General Chairmen. We have complied with the above requirement and this is to advise that the notice was sent to 72 General Chairmen; 67 approved the notice, 1 did not approve, and 4 did not vote.

In view of the foregoing, we have instructed our General Chairmen to serve the approved Section 6 Wage Notice on the Carriers on March 1, 1968. In order that each of our Local officers will be fully informed as to the content of our wage notice, we are enclosing a copy of the notice for your ready reference.

The content of the notice will substantially correct the gross inequities that exist within the structure of the wages of signal employes on the nation's Carriers. It is our opinion that we have a good case and can readily support the amounts requested in our notice. The notice will be progressed by the Brotherhood of Railroad Signalmen alone and will not be in concerted handling with any other organization.

This is one of the most important movements that your organization has undertaken in our history, and in behalf of your Grand Executive Council, we earnestly solicit your wholehearted support in conducting this wage movement. We will keep you advised of further developments.

A brief outline of the notice served on all carriers in the United States reads as follows:

Attachment "A"
March 1, 1968

Brotherhood of Railroad Signalmen

March 1, 1968, Wage Notice

A. Adjustment of Straight Time Wage Rates

1. **First Year Wage Increase.** Increase all straight time rates of pay for employes covered by the agreement by an amount equal to ten percent (10%) effective July 1, 1968, applied so as to give effect to this increase in pay irrespective of the method of payment.

2. **Second Year Wage Increase.** Increase all straight time rates of pay for employes covered by the agreement by an amount equal to eight percent (8%) effective July 1, 1969, applied so as to give effect to this increase in pay irrespective of the method of payment.

3. **Third Year Wage Increase.** Increase all straight time rates of pay for employes covered by the agreement by an amount equal to seven percent (7%) effective July 1, 1970, applied so as to give effect to this increase in pay irrespective of the method of payment.

B. Additional Adjustment of Straight Time Wage Rates Paid to Skilled Employes

1. **First Year Skill Differential.** Increase all straight time rates of pay provided for in part A of this notice for Signalmen, Signal Maintainers, and all others occupying generally recognized mechanics' or higher rated positions covered by the agreement in the amounts of thirty (30) cents per hour effective July 1, 1968, and fifteen (15) cents per hour effective January 1, 1969, applied so as to give effect to these additional increases in pay irrespective of the method of payment.

2. **Second Year Skill Differential.** Increase all straight time rates of pay provided for in parts A and B, 1 of this notice for Signalmen, Signal Maintainers, and all others occupying generally recognized mechanics' or higher rated positions covered by the agreement in the amounts of fifteen (15) cents per hour effective July 1, 1969, and fifteen (15) cents per hour effective January 1, 1970, applied so as to give effect to these additional increases in pay irrespective of the method of payment.

3. **Third Year Skilled Differential.** Increase all straight time rates of pay provided for in parts A and B, 1 and 2 of this notice for Signalmen, Signal Maintainers, and all others occupying generally recognized mechanics' or higher rated positions covered by the agreement in the amount of fifteen (15) cents per hour effective July 1, 1970, applied so as to give effect to this additional increase in pay irrespective of the method of payment.

C. Cost of Living Adjustment

Wage rates established in accordance with paragraphs 1, 2 and 3 of parts A and B above shall be subject to a cost of living adjustment effective October 1, 1968, and each quarter year thereafter. Such cost of living adjustment shall be in the amount of one (1) cent per hour for each three-tenths (.3) of a point change in the Bureau of Labor Statistics Consumer Price Index above the base index figure for June 1968, except that it shall not operate to reduce wage rates below those established under paragraphs 1, 2 and 3 of parts A and B above.

Law Provides Higher Benefits

MR. HOWARD W. HABERmeyer, Chairman of the Railroad Retirement Board, announced that legislation providing substantially higher benefits under the Railroad Retirement and Unemployment Insurance Programs was signed into law on February 15, 1968. The Railroad Retirement amendments together with the recent changes in social security benefits will result in increases for practically all beneficiaries on the Board's payment rolls.

The increases will range from $10 to $21 for retired employes, and from $5 to $17 for wives and survivors, and will be effective beginning with payments for February 1968. Higher increases will be possible for future beneficiaries.

Most beneficiaries will get their increases in retirement and survivor benefits with their April 1, 1968 checks. Those who do not are asked to be patient. The Board will make every effort to make the necessary adjustments as soon as possible.

For the information of our members, a brief summary of the amendments to the Railroad Retirement Act are listed, as follows:

Increase in Annuities

Annuities are increased by an amount approximately equal to 110 percent of the dollar amount of the increase resulting from the percentage increase in benefits under the Social Security Amendments of 1967 for corresponding monthly earnings, subject to certain adjustments.

Removal of the Limitation of the seven percent Increase in Annuities

The provision that limits the seven percent increase in annuities in 1966 to the part of the annuity based on the first $450 of an individual's monthly compensation is changed to make such increase applicable to the individual's entire creditable monthly compensation.

Reduction of the Increase in Annuities

There is no reduction in the increase provided by the new law for individuals who are entitled to a supplemental annuity but there is a reduction of the new increase by the amount of the increase to which an individual may be entitled in benefits under the Social Security Act by virtue of both the 1965 and 1967 increases. The new increase is also applied before any reduction on account of age.

Minimum Increase in Annuities

The minimum basic increase (before reduction, if any, for early retirement) under the new law is $10 a month for a retired employe, and $5 for a spouse or survivor.

Disability Annuities for Widows and Widowers

Disabled widows and widowers age 50 to 60 are entitled to annuities, subject to a reduction.

Family Relationships

The provisions in the Railroad Retirement Act with regard to the determination of family relationships are made to accord with current provisions of the Social Security Act, resulting in eligibility for additional family members.

Liberalization of Earnings Test

Title I also increases the amount to be credited for each month of military service after 1967 from $160 to $260; increases the amount that an employe entitled to a disability annuity can earn in a year without losing an annuity payment for any month in the year from $1,200 to $2,400; and increases the amount he could earn in a month without losing his annuity for the month, regardless of his total earnings in the year, from $100 to $200.

"I'm dating a railroad signalman tonight. Watch me get my future dues paid up for life."

Vice President Hubert H. Humphrey Asks Support For Savings Bond Plan

IN A LETTER TO ME dated February 16, Vice President Hubert H. Humphrey asked that our members support the U. S. Savings Bonds Plan. The letter reads as follows:

"I know I need not remind you of the tremendous contribution the Bond program makes to the welfare of both the union member and his country. Because of the critical need for stepped-up sales of Bonds and the new Freedom Shares to counter the inflationary pressures in the economy, I appeal to you for your personal support and ask that you place the full resources of your union behind this campaign.

"In 1967 the U. S. Savings Bonds Division established a 22-year record with sales of more than $3½ billion of the $25-$200 denomination Payroll Savings Bonds. In spite of this fine record, this year more than at any time in recent history we need to reach into every corner of the Nation to make people aware of the need and to persuade them to buy Bonds.

"To insure success for the 1968 campaign we need an extra measure of support from Organized Labor. We need the benefit of your personal endorsement conveyed to both the members of your union and the officers of your locals. Local union Payroll Savings campaigns need encouragement and direction from your staff, and the Bond program needs the kind of promotional support which unions are so skilled in providing for their high priority programs and objectives.

"Your government is most grateful for the support you have provided for the Bond program for many years. I am confident that we can count upon you for the extra measure of support required to meet our 1968 goals."

I heartily endorse Vice President Humphrey's reminder that the Savings Bonds Plan is essential to the welfare of our members and our Country. I urge each and every one to participate in the worthy cause.

C. J. CHAMBERLAIN

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Santa Fe

McPHERSON, KANS. (33). Our last meeting was held on January 20, 1968 in Newton, Kansas.

Twenty-seven members and one guest were in attendance. This was a good attendance but there are still gang men who are not attending these meetings. It is interesting to note that three Signal Foremen were present and have a very profound interest in their gangs.

A discussion on living conditions for Extra Gangs and training for electronic jobs, that are coming in the future, were the central issues.

General Chairman Bill Lewis assisted Baldy Roberts in officiating this meeting along with Secretary W. D. Roberts. Local Chairmen Page, Pullium and Henry were present with their usual good reports. It was noticeable that again our Topeka Shop was not represented at this meeting. Also attending from the Middle Division were Signal Inspectors S. Lawyer, J. Stull and R. Rensimer.

Signal Foreman Sette's gang are respacing track circuits from Newton to Strong City, Kansas and doing other maintenance. Brother Zielsdorf's gang are installing AFO track circuits for additional crossing protection at Melvern, Kansas and Brother Steadman's gang is respacing signals from Hutchison to Kinsley, Kansas and just finished installing hydraulic gates at Plevna, Kansas. Brother Moose Cauldweld, who was not in attendance, just finished installing flasher signals at Oxford and is now moving his gang to Arkansas City.

Brother Bill Austin was a very welcome visitor at this meeting. He looks well and reports he is doing a lot of hunting and fishing between doctor visits.

Our next meeting will be held at Emporia, Kansas on March 9, 1968.

MAX E. CRAFT

New York Central

JACKSON, MICH. (28). The first regular meeting of 1968 was held at 8:00 p.m. on January 17, 1968 at the Polish National Alliance Hall in Jackson, Michigan.

The following members were present: D. J. Taylor, L. D. Strunk, C. A. Fitch, C. F. Quada, F. N. Replogle, R. C. Strong, A. J. Smith, A. W. Pratt and General Chairman R. T. McGill.

Work assignments and changing territories on the northern district were the main topics discussed.

Brothers, I would like to point out that in my forty years on this district, I have never seen things as bad as they are now. We have let conditions drop to an all-time low and we have only ourselves to blame. Poor attendance at our local meetings will never make a strong Brotherhood. With President Chamberlain and our Grand Lodge Officers to stand up and fight for, and with us, now is the time to show our support by 100 percent attendance at our meetings.

Let's make 1968 a year to remember —it's up to you.

A. W. PRATT, SR.

Reading

READING, PA. (26). Our regular quarterly meeting was held on January 22, 1968 at the Labor Temple, 113 N. 8th St., Reading, Pa. at 6:30 p.m. Temporary Chief Signalman J. H. Shultz called the meeting to order in the absence of Chief Signalman H. D. Borrell.

Brother J. P. Fiori, General Chairman, presented the meeting with a lengthy report and discussed many issues and working conditions with the members. For this time of the year a good portion of our members were present; among them, back from sick leave, was Brother J. F. Urban from the Shamokin Division.

Best wishes and a speedy recovery to our sick Brothers: E. L. Koble, G. L. Kurtz and N. F. Delp.

We are sorry to report the recent passing of Brothers C. C. Baker and N. E. Shaffer. Members of Local 26 extend their deepest sympathy to the surviving members of their families.

Brother R. B. Murray closed the meeting with a prayer in the absence of Chaplin G. L. Kurtz.

Continue your support of our fighting men in Vietnam.

L. VANINO

Santa Fe

PONCA CITY, OKLA. (33). T. A. Fitzpatrick of Ponca City, Okla., member of Local 33, retired January 26, 1968.

Brother Fitzpatrick started his railroad career in 1918. He began working for the Signal Department in August 1920 on the Eastern Division. He advanced to maintainer at Ponca City, Okla. in September 1926, a position he held until his retirement.

Brother "Tom" was a very loyal union member and over the years was very active in promoting the interests of the members in their Local. He served on the Board of Trustees, and as Local Chairman from 1940 to 1948 and Secretary-Treasurer from 1948 to January 1, 1967. Local 33 will miss Tom.

We had a farewell get-together for Tom on January 26 with 24 persons in attendance. He was very proud of the Hamilton electric wrist watch which was presented to him by his many friends.

Brother Fitzpatrick's future plans include bowling, fishing and some travel. He has invited all his Brothers to stop by when they come through Ponca and visit with him.

R. L. PULLIAM

Illinois Central

CAIRO, ILL. (51). The regular quarterly meeting of Cairo Lodge No. 51 was held at the Mark Twain Cafe, Cairo, Ill., January 20 with eight members present. We had as visitors, Brothers Leroy Harley, General Chairman, and W. W. Altus, Grand Lodge Representative.

The meeting was called to order by Chief Signalman B. W. Denton at 11 a.m. and the minutes of the October 1967 meeting were approved as

read by Recording Secretary H. E. Williams. A full report of current grievances was given by Local Chairmen I. S. Nicholson and B. J. Woodruff with a lengthy and spirited discussion participated in by all. Brother Leroy Harley gave a report on the status of claims currently being progressed.

Motion to take action to improve the working conditions on the St. Louis Division and to urge action to improve the working agreement were approved, and the members heard a report by Brother Altus on the status of the various national rules and wage movements.

We had a very informative meeting which adjourned at 3:30 p.m. Our next meeting will be on April 20 and all members are urged to attend as we expect to act on several very important matters.

ED.

Rock Island

HUTCHINSON, KANS. (78). The 103rd regular meeting of Local 78 was held on February 3, 1968 at the Parrish Hotel in Pratt, Kansas, with ten members present. Those attending were: A. E. Ketterman, E. L. Rollings, J. F. Elliott, V. K. Bevan, C. M. Williams, A. A. Curtis, L. H. Baker, K. C. Kraus, and L. E. Case.

Local Chairman E. L. Rollings chaired the meeting, with the minutes of the previous meeting read and approved. A New Membership Application for Kenneth A. Brown was reported and he was accepted.

Brother C. M. Riggs was reported off sick and hospitalized at Liberal and is to receive additional treatment at Amarillo. The members present signed a get-well card and it was mailed to Brother Riggs. Brother J. L. McKeever is also off duty due to illness.

A motion that Local 78 concur with the General Committee's action to raise the per capita tax in the amount of four dollars effective with the first quarter of 1968 carried. The total per capita tax to the General Committee will be $18.00 per quarter. With Local 78 raising their dues in the amount of four dollars, dues for the first quarter will be $30.00.

A motion to retain the Birthday holiday as a paid holiday and not to combine it with Thanksgiving Day carried. The bills were approved as read and a motion to hold our next meeting in Kansas City, Kansas on May 4, 1968 at 1:00 p.m. also carried.

It was noted that the Secretary was instructed to write to the Secretary of Local 23 requesting that all members under the jurisdiction of Local 78 be transferred to Local 78.

The meeting adjourned at 5:40 p.m.

L. E. CASE

M.P.—H.B.&T.

KINDER, LA. (206). The regular quarterly meeting of Robertson Lodge 206 was held at the Old Ben Milam Hotel, Houston, Texas, January 14, 1968 with seven officers and members present. The meeting was called to order by Chief Signalman Frank Patterson, and the minutes of the October, 1967 meeting were approved as read.

The applications for membership of Paul A. Semien, Ronald L. Harris, Rodney W. Miller and Charles L. Horn, Jr., were unanimously approved. We welcome these new brothers to Local 206 and invite them to attend our meetings.

General Chairman A. T. Payne reported on the status of claims, grievances and investigations and advised the members how to handle setting up vacation schedules and procedure to follow when required to perform work not covered by our Agreement. The matter of withdrawing from Hospital Association health and welfare coverage and transferring to the Travelers Insurance plan was discussed, and the general chairman was requested to pursue the subject.

One delinquency was reported, and Brothers Boyett and C. R. Welch were reported sick. We wish those sick a speedy recovery.

Pursuant to a notice issued January 19, 1968, a called meeting of our local was held in Houston, Texas, at 9:00 a.m., February 4.

The proposal to withdraw from Hospital Association health and welfare coverage and transfer to Travelers Insurance was discussed, and upon proper motion and seconded, the members voted unanimously to make the transfer. Following which the effect and application of the Award of Arbitration Board No. 298 was discussed.

We extend our congratulations to Brother T. J. Meredith (HB&T) who has been promoted to Assistant Engineer-Design.

We regret to have to report the recent fire loss by Brother Harold Graves of most of his possessions. We hope that all members will extend the hand of friendship and brotherhood to him.

Our next regular meeting will be April 7 instead of April 14 because of Easter Sunday. All members are urged to be present.

I. H. SHAVER

Enjoying dinner at Local 51's quarterly meeting at the Mark Twain Cafe in Cairo, Ill. are, from left to right: General Chairman Leroy Harley, Harold Koenegstein, Raymond Belcher, Billy Reynolds, Ralph Vallandingham, Secretary Gene Williams, Local Chairman Irwin Nicholson, Local Chairman Billy Joe Woodruff, and Chief Billy Denton.

Rock Island

EL RENO, OKLA. (17). Our February 10 meeting was called to order at 1:00 p.m. by Chief Signalman W. L. Stickley in the VFW Building at El Reno, Okla., with the following present: C. H. Tulgren, G. Jameson, R. J. LaFoe, W. J. Vossen, R. G. Fuller, R. L. Wharry, J. C. Armer, C. E. Bouteller, W. L. Stickley, M. W. Kiser, and General Chairman A. E. Ketterman.

The minutes of the previous meeting were read and approved, also the bills were read and paid with the approval of the trustees.

A general discussion was held on the expenses for the gang men.

Also discussed was the vacation assignments the carrier just issued. Most of the brothers believe they should have the privilege of taking their va-

cations when they want them and not have the carrier picking the dates.

We had two new members to reinstate and lost two by transfers.

A motion was made and seconded, that Local 17 does not concur with Local 183 in that we do not instruct the general chairman to negotiate with the carrier for the legal holiday the Friday after Thanksgiving in lieu of the employe's birthday. This motion failed by a vote of six to three.

A motion was made and seconded, that Local 17 does concur with Local 183 to instruct the general chairman to see if we could have the Friday after Thanksgiving off in lieu of the employe's birthday. This motion carried eight to two.

A motion was made and seconded, that we raise the dues $5.00 a quarter effective January 1, 1968, with $4.00 going to the General Committee and $1.00 remaining in the local funds. This motion also carried.

It was voted that the next regular meeting of Local 17 be held in Little Rock, Ark. on May 11, 1968. The meeting closed at 3:30 p.m.

M. W. KISER

New York Central-Lines West

INDIANAPOLIS, IND. (15). The first meeting in 1968 of Local 15 was held on February 10 at the Barnes Hotel, Indianapolis, Indiana. The new meeting time is 2:30 p.m. E.S.T.

The trustees audited the books prior to the meeting and reported everything in order.

It was reported that all grievances that were denied on the property are now in the process of being presented to the board.

There was one application for membership reported and admitted.

It was suggested that all new members attend our meetings and learn the benefits of their Brotherhood and meet their fellow brothers. Of course, all members should attend their local meetings as this is the only way to build a strong union.

A discussion was held on the effects the Penn-Central merger will have on employes and what facilities may be changed.

The meeting adjourned at 5:00 p.m.

L. J. ROBBINS

St. Louis Terminal

ST. LOUIS, MO. (132). Oliver H. Olsen recently retired from the Terminal due to disability. Brother Olsen started as a helper in the Terminal on August 1, 1938 and held many jobs. After working as gang foreman, Oliver was appointed to the position of assistant signal supervisor and then general signal foreman.

Due to sickness, Brother Olsen has not worked since March 1967.

W. MUELLER

Pennsylvania

METUCHEN, N.J. (10). We have word from Brother Alexander Hatos, retired member of Local 102 with 45 years of service as a PRR Signalman that he is enjoying the pleasure of staying indoors during the extreme cold, snowy weather.

Also he has joined the PRR Retired Men's Association No. 2, N.Y., whose meetings are held the first Saturday of every month in Rahway, N.J. It pleases him to see and talk with some of the boys that worked on the New York Division.

He also enjoys receiving the Signalman's Journal and keeping up with the news, photographs and information concerning the retired employes.

Pictured with him is "Queenie," his 18 month old dog, who is also enjoying the Journal.

ED.

Canadian Pacific

TORONTO, ONT. (122). A meeting of Local 122 was held at Toronto Union Station on Saturday afternoon, February 17.

There was a fairly good attendance and there is no doubt that it would have been better had it not been for the snowy and windy weather which made driving conditions very poor. We were pleased to have Brothers Harold Stockdale and Bob Scott with us for the meeting. We also had pensioners Don Rupert and Harvey Rosevear in attendance.

At the beginning of the meeting Mr. H. Breman of The Toronto and District Railway Workers' Council requested permission to say a few words to the assembled members. This request was granted and Mr. Breman spoke for about five minutes regarding the objectives and purpose of the council. He then retired and the meeting was formally opened by the Chief Signalman. Later in the business of the meeting a committee was appointed to attend meetings of the council and report their findings to a future meeting of Local 122.

The business of the local was conducted in the usual manner with lots of discussion, many interruptions and the odd argument. The conditions created by the lay off of signal helpers in the past year were discussed and a ruling was made to cover the men effected.

During the business of the meeting Brother Stockdale discussed various subjects and cases pertaining to the conditions effecting the members of our organization. Brother Scott spoke regarding the collection of dues and payment of the insurance. We were pleased to hear that every effort is being made by our general chairmen to improve conditions. They stress the point that the members should assist them by keeping the organization informed regarding any unsatisfactory conditions that exist on their respective territories.

After the business portion of the meeting was finished, a presentation was made to Don Rupert who recently retired on pension due to ill health. Brothers Stockdale and Scott voiced their good wishes and a gift of money was presented to Don by Local Chairman Ray Nerden. Brother Orton, Chief Signalman of Local 122, wished Don a long and happy retirement on behalf of the members of the local. Refreshments were served and a good time was had by all.

R. A. NERDEN

Seaboard Coast Line

FLORENCE, S. C. (84). Our regular meeting to be held in Rocky Mount was called off by Chief Signalman C. H. Wellons due to poor weather and the members having to work.

Brothers W. C. Evans and Leo Savage have returned to work but I am sorry to report Brother J. H. Huling was hurt and is off duty. We wish him a speedy recovery.

Brother S. A. Gowen was promoted to the position of assistant to the supervisor with headquarters in Waycross, Georgia.

Our next regular meeting will be held at 10:00 a.m. on March 9, 1968 at the Jackson Hotel, Manchester, Georgia.

M. C. DEAS

Chicago, Burlington & Quincy

AURORA, ILL. (103). Our last meeting was held at Quincy, Ill. with 22 members present and one visitor, Brother Pete Phears.

A motion was made at our last meeting to raise the initiation fee for new members to $25.00 beginning July 1, 1968, was carried over to our next meeting to be held March 16.

Many grievances were reported due to expense accounts being cut by man-

agement and the General Chairman is progressing them.

The following members were reported sick: Brothers H. L. Alexander, Leo Stuart, William Morganegg, Bob Bishop and C. R. Craybill. We wish all of these Brothers a speedy recovery.

Brother Stanhope Sanderson was reported as pensioned and Local 103 wishes him and his family many years of happy retirement.

The Secretary reported receiving a request from the following members: Brothers K. M. Johnson, F. H. Breed, J. Brewer, H. M. Thompson and N. H. McCleay, that our May 18 meeting be held at the Hotel Lowey in St. Paul, Minn. Members of other locals that have merged with the Burlington will attend and this will be a very important meeting. More about this meeting will be discussed at our next meeting in Aurora.

Local 103 will hold its next meeting starting at 8:00 a.m., March 16 in the Aurora Hotel, Aurora, Ill.

Remember that your second quarter dues are due in April.

G. R. WEBSTER

Brother Orville B. Fink, third from left, visited the Railroad Retirement Board's headquarters in Chicago to fill out the necessary forms for retirement, after 55 years as a signal maintainer on the Chicago and North Western. Others in the photo above are: G. E. Woodcock, Assistant to the Labor Member of the Board; President C. J. Chamberlain, and A. E. Lyon, Labor Member of the Board and former President of our Organization.

E. H. Reinhard Honored At Retirement Dinner

Recently Local 14 of the Grand Trunk Western Railroad honored Brother E. H. Reinhard with a retirement party held at Lansing, Michigan. More than sixty fellow employes and guests joined in wishing Brother Reinhard a long and happy retirement.

Brother Reinhard retired after completing over forty years of service with the Grand Trunk Western Railroad, during which time he served the Brotherhood of Railroad Signalmen as Local Chairman and for the past thirteen years as General Chairman. In addition, Brother Reinhard served for a number of years as State Legislative Representative for the Brotherhood of Railroad Signalmen and ably represented our interests in legislative matters at the State Capitol in Lansing, Michigan.

President C. J. Chamberlain who attended the party, paid tribute to Brother Reinhard when he stated, "The Brotherhood has lost the services of a good union man, a fine gentleman, and a very capable representative who very ably represented the interests of his members at all times." President Chamberlain presented Brother Reinhard with a 25 year continuous membership pin with the best wishes of Grand Lodge and thanked him for his service to the Brotherhood over the past years.

Brother Reinhard and his charming wife Frances will continue to reside in Lansing, Michigan.

The best wishes of the Grand Lodge Officers and staff are extended to Brother Ed and his wife for a happy, healthy and well-earned retirement. ED.

Chicago & North Western

ELBURN, ILL. (108). On January 15 of this year Brother Orville B. Fink laid aside his tools after nearly 55 years in the signal department on the Chicago and North Western. He began his railroad career on March 1, 1913 and spent the last 45 years as maintainer at Elburn, Illinois.

After two years at Sterling, Brother

Brother E. H. Reinhard was honored at a retirement party in Lansing, Michigan, recently. Among the many guests honoring the former General Chairman of the Grand Trunk Western are in the photo above, from left to right: Brother Reinhard, Mrs. C. J. Chamberlain, Mrs. E. J. Burman and President C. J. Chamberlain.

Fink moved to Rochelle where he worked in an extra gang with W. Pool. From 1915 to 1920 he performed work at many places on the C&NW.One of his stops in 1920 took him to West Chicago, Illinois where he worked with Ken Chamberlain, another name well known on the C&NW and in the Brotherhood of Railroad Signalmen.

From 1921 to 1924 Brother Fink was the second trick maintainer at Proviso, Illinois, and in 1925 he moved to Elburn, Illinois, a job he held until his retirement in January of this year.

In a recent letter Brother Fink reported receiving his first pension check and enjoying retirement. The night calls are not missed and staying at home during the winter months are something to look forward to.

Brother Fink's many friends in Local 108 and all Grand Lodge Officers wish him many years of healthy and happy retirement.

ED.

Obituary

Emery F. Morris, retired member of Local 30, passed away April 30, 1967. He was 69.

Brother Morris was a signal maintainer on the Ohio Division of the New York Central at the time of his retirement in 1964, after 49 years of service.

He is survived by his widow, seven children and seventeen grandchildren, to whom the officers and members of Local 30 wish to offer their sincere sympathy.

ED.

John "Twig" Wilkinson, long time member of Local 61, Milwaukee Railroad, passed away at Tomah, Wisconsin January 21, at the age of 76.

"Twig", at the time of his retirement in 1956, was Middle District Crew Foreman.

The officers and members of Local 61 extend deepest sympathy to the surviving members of Brother Wilkinson's family.

D. E. TWITCHELL

J. "Pete" Borup, retired member of Local 43, Chicago & Northwestern Railroad, passed away after suffering a heart attack.

He is survived by his widow, to whom the officers and members of Local 43 extend their deepest sympathy.

ED.

V. E. Jones, retired member of Local 43, Chicago & Northwestern Railroad, passed away on March 28, 1967.

He is survived by his widow, to whom the officers and members of Local 43 extend their deepest sympathy.

ED.

Roy E. Burton, retired member of Local 21, Kansas City Terminal, passed away February 18 at the age of 77.

Brother Burton was lead maintainer at Tower #2 when he retired after many years of service. He is survived by his widow; a son and stepson; a brother; and five grandchildren.

The officers and members of Local 21 extend their deepest sympathy to the surviving members of his family.

H. E. NIXON

Frank Wrigley, retired member of Local 81, Erie-Lackawanna Railroad, passed away September 1, 1966. He was 81.

Brother Wrigley was employed as a signal maintainer on the former D.L.& W at the time of his retirement, about twenty years ago.

Survivors include his widow and two daughters of Ft. Worth; and a brother, Thomas, of Elmira, New York, to whom the officers and members belatedly extend deepest sympathy.

WARREN H. MARKLE

Carl B. Baker, retired member of Local 26, Reading Co., passed away January 6, 1968. He was 71.

Brother Baker started his signaling career with the Reading at P. H. & P. Jct., Harrisburg, Pa. in 1927. He was signal maintainer at Myerstown from 1940 until his retirement in 1966.

The officers and members of Local 26 extend their deepest sympathy to his widow and surviving members of his family.

L. VANINO

Melvin S. Barg, member of Local 32 passed away January 15. He was 55.

Brother Barg was a signalman in Maintenance Gang No. 3 when he went on sick leave October 13, 1967.

Brother Barg started signal work as a helper September 11, 1945, and was promoted to assistant signalman May 6, 1946, and on December 31, 1948 he was promoted to a signalman.

Survivors include his widow and two sons, to whom the officers and members of Local 32 extend their sympathy.

EDWARD RICKERT

W. G. Dutch, member of Local No. 12, Canadian National Railway, passed away December 11. He was 46.

Brother Dutch entered service as a laborer for the B&B Department in 1940. He transferred in 1957 to the Signal Department. He was promoted to signal maintainer in 1960, moving to Rivers, Man., in 1962. At the time of his death he was signal maintainer at Rivers East.

He was an active member of Local No. 12 and the officers and members of Local No. 12 extend their deepest sympathy to his widow, Helen and daughter, Linda.

R. L. LAW

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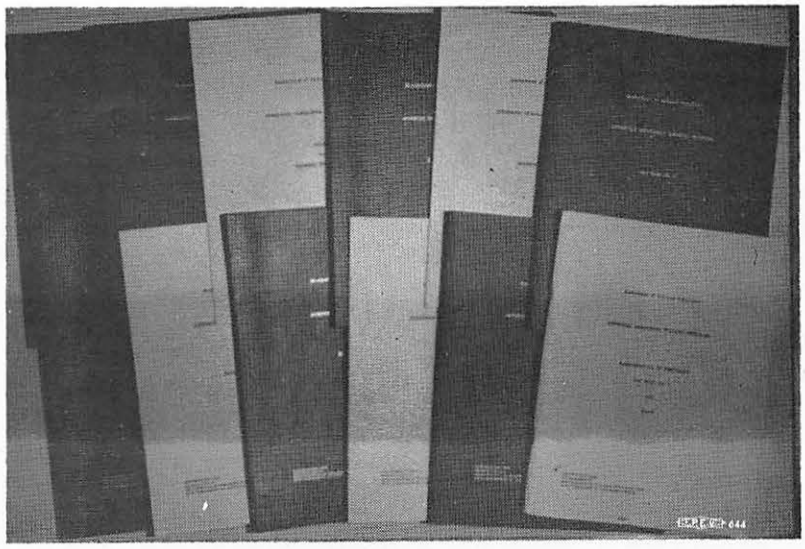

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This is an end view of the source chamber section of a mass spectrometer. The instrument identifies and counts the isotopes in analyzing samples of atomic fuels. White heat reduces the samples to an ionized gas. Measurement of the beam's intensity indicates the quality of the fuel. Specially engineered cladding provides the very utmost in protection.

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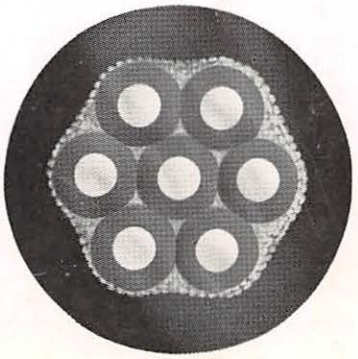

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